

How the Viceroy of Hupeh is Building Railroads in the Interior of the Empire.

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[illegible]

modes of travel, and though their wheelbarrows and boats carry goods to almost nothing in comparison with the labor spent in running them, they are dear in competition with steam. As it is, the steamer on the Yangtsi are kept up by Chinese crews and passengers, and every occasion I have seen has been crowded with them. They ride first and second class, and many of them take a sort of overnight passage, sleeping in bunkers in a large compartment in the rear end of the steamer.

[illegible]

Speaking of euterrivage in railroad yards, I doubt whether there has ever been created a more noisily plant than this which is now being put up here in this vicinity for the building of cars, the making of rails and the turning out of engines. The noise is so loud that it is some farther from it than from here to Peiping. The works are being put up by Belgians as heretofore, and about this time in the year the noise is so loud that it is an alarm. I visited the works yesterday. They are located at the foot of a hill just above the mouth of the river, and are about a mile from the main Yangtze Kiang. Accompanied by the American consul and Mr. H. H. Smith, an American who has lived in the city thirty years in the center of the city, I went to the works. The works are situated on a rugged-haired upland, up the Yangtze banks under the shadow of the Hsiao-shan shaves. We passed thousands of boats on the river, and saw many of the standard of suns and cotton bolls.

[illegible]

Then I attempted to grab my camera, but I gave him a shove backward and he groined as he landed at the wharf, where a score of Chinese coolies were unloading the great ingots of steel, bronze, and iron. I saw a Chinese coolie, however, to make the first call, and to see that the Chinese could be able to turn out their own steel from their own furnaces. I saw a Chinese coolie, however, to make the first call, and to see that the Chinese could be able to turn out their own steel from their own furnaces. I saw a Chinese coolie, however, to make the first call, and to see that the Chinese could be able to turn out their own steel from their own furnaces.

the yard. The cars were loaded with machinery, and were being hauled to the rolling mills in the east.

[illegible]

This northern railway is the only one running north in China. It is supposed to lead to Tientsin and travel over it. I understand that it has been planned rapidly. Within the past year the Japanese have been building it, and that was the reason for the government in the recent reaction there. It is for the purpose of the Japanese to control the railroads. The best thing that could happen to the country would be a military war with the foreign powers. This would be a disaster for the country in every direction. Roads would be built, and their bottomless abysses would be strewn all around about the center of the earth, at the expense. This northern road was built to lead to Tientsin and to the Japanese ports and the naval ships. When I went to China, five years ago, it was only about thirty miles long. It has, I am sure, been extended to Tientsin, and will soon penetrate Moscow. There are now two factories here in favor of railroads. One wants them as a means of transportation, and the other for commercial purposes. Neither, how-

We went back to the city after visiting the arsenal, which was much the same as the one I saw at Kiangnan, though not so large, by the river. Han and I went to see a picture of one of the railroad cars of the China of Occident. It was a Pullman car, with wheels as large as the front wheels of a farm wagon, made of a single block of wood and fastened to the axle with a wooden pin. The shafts were tied to the axle, and there was not enough iron about

The chief thought car have is a wheelbarrow made entirely different from those I have seen in other parts of the country. It is made of bamboo, the handles of the frog as well as in the rear. Two narrow wooden struts it when the loads are heavy, and the handles are made of one of these carraws. They are made with a scorpion bamboo attachment, and there is no iron about them except the wheels. The wheels are joined together with wood and tied with ramble string. Each barrow costs about \$5.00. The Chinese call it a "frog" because in some parts of China, the wheelbarrow which have rails instead of wheels, in order that the wheel may trip over the rails, is joined together with ramble string. These wheelbarrows, the Chinese call the best form now; the passenger car has cost millions of people. Hundreds of thousands of these barrows are carried over the country on the shoulders and backs of men every day and night. They are made of bamboo, and are freighted by little, heavy loads and bog, woolly canals.

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